has made survey programmes mostly for geotechnical investigations of water resource development projects in areas bordering Myanmar. Programmes for appraisal of mineral/natural resource potential development on cadastral map base have also been initiated by GSI in the States of Assam, Meghalaya and Tripura. Exploration and exploitation of minerals is a continuous process depending upon the availability of prospects in the country including North-Eastern Region.

(d) Does not arise.

बोकारो स्टील प्लांट के कोल्ड रोलिंग मिल का आधुनिकीकरण

1370. **श्री गया सिंह:** क्या **इस्पात और खान** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार स्टील अथॉरिटी ऑफ इण्डिया के बोकारो स्टील प्लांट की कोल्ड रोलिंग मिल के आधुनिकीकरण का विचार रखती है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ग) यदि नहीं, तो उसके कारण क्या हैं?

इस्पात तथा खान मंत्रालय में राज्य मंत्री (श्री रमेश बैस): (क) जी, नहीं।

(ख) और (ग) बोकारो इस्पात संयंत्र (बी एस एल) की शीत बेल्लित मिल के परिसज्जित उत्पादों की गुणवत्ता में सुधार करने के लिए थोड़े निवेश की कुछ योजनाएं इस समय स्टील अथॉरिटी ऑफ इंडिया लिमिटेड (सेल) के विचाराधीन है, जिन्हें इस प्रयोजन के लिए वित्तीय संसाधनों के उपलब्ध होने पर क्रमशः क्रियान्वित किया जाएगा।

Defective rails manufactured by SAIL

1371. SHRI SHIBU SOREN: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the National Metallurgical Laboratory Jamshedpur has observed that the defective rails manufactured by Steel Authority of India were behind the November 98 Khanna train disaster in which over 200 people were killed;

(b) if so, the details of the findings;

(c) whether action has been taken/is being taken in this regard;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS): (a) and (b) The National Metallurgical Laboratory (NML), Jamshedpur has conducted investigation on one rail piece supplied to them by RDSO, Lucknow. It has found certain segregation of inclusions in the rail from where, in their opinion the fatigue crack originated. The report also pointed out that the particular configuration of loading in service might have initiated the crack. It was opined that the crack nucleated and grew undetected to a critical size. The final fracture occurred under adverse environmental conditions of temperature and service load or accidental overload (none of which could be singled out decisively in the light of the available information and understanding).

(c) to (e) As a part of continuous efforts to improve the quality of rails, Bhilai Steel Plant had already undertaken the projects like installation of RH degasser, ladle furnace at the steel making stage, on-line ultrasonic testing machine and eddy current surface detector. Of these, on-line ultrasonic testing machine to detect internal defects in the rails has been commissioned in rail mill in January 1999 and is under stabilisation. The eddy current surface crack detector is going to be commissioned by April/May, 1999. Other two projects, *i.e.* RH degasser and ladle furnace will be operational towards the end of the year 1999. These measures aim at further enhancing the quality of rails.